



WEEKLY NEWS LETTER

THE EXECUTIVE COUNCIL OF THE A. F. OF L., BY INSTRUCTION OF ST. LOUIS CONVENTION, DIRECTED THE OFFICERS AT HEADQUARTERS TO FURNISH A WEEKLY NEWS LETTER, FREE OF COST, TO ALL OFFICIAL LABOR PUBLICATIONS.

Containing a brief summary of important matters, affecting labor, occurring in the industrial, legislative and judicial fields, and such other information that will further the development and progress of the trade union movement.

NO. 39.

AMERICAN FEDERATION OF LABOR
HEADQUARTERS

801-809 G ST. N. W., WASHINGTON, D. C.

FRANK MORRISON, SECRETARY SAMUEL GOMPERS, PRESIDENT

23 KILLED--93 MUTILATED

A Partial Record Of The Horrible Accidents To Workmen On Railroads.

Washington, Dec. 30.—Within five days the press has recorded a few of the accidents happening on railroads, from which the following is culled:

Six men killed, 5 men injured on the Pennsylvania R. R. at Devil's Bend, near Manor, Penn., because of a collision between two freights; and later, a west bound express smashed into the freight wreckage.

At Odessa, Minn. on the Chicago, Milwaukee and St. Paul R. R. 12 persons were killed and over 20 injured when the second section of a passenger train from the West crashed into the first section which had been stopped on signal. The blame in this case is placed upon the brakeman of the first section, who did not run far enough back to signal the second section. But the press is silent as to why the second section should be in the same block as the first section. Railroad management of this kind is criminal in its inefficiency.

At Gate City, Va., on the Va. and South Western R. R., three men were killed and 3 injured because the air brakes failed to work and prevented the engineer from controlling his train in plain view of a landslide. Another case of carelessness.

At Haddonfield, N. J., on the Pennsylvania R. R., two men were killed and 7 injured while attempting to replace a wooden structure with a new steel span, which gave away during installation and brought these men to their death.

At Pottsville, Penn., on the Eastern Railway Co. 61 passengers in a car were tumbled into a creek, from which they were dragged with fractured limbs, broken skulls, wrenched backs and other serious injuries, caused by a broken rail. Desire for profit incites cheap construction and inefficient management.

INJUNCTION LIMITATION MEASURE

Washington, Dec. 30.—The Wilson bill to regulate the issuance of injunctions has not so far had any hearings during the present Congress. While, of course, hearings on this question have been had so often and so continuously from year to year that there should be no further hearings needed, yet there is no time to lose and an inquiry from your Congressman as to what is being done will be wise and timely. The bill is known as H. R. 11032.

LESLIE SHAW EMPLOYS CONVICTS

Washington, Dec. 30.—Leslie M. Shaw, for four years Governor of Iowa; for six years a member of the President's cabinet as Secretary of the Treasury; for many years one of the chief stump orators for the Republican party; for many years a Sunday School Superintendent. In short, an eloquent, thrifty, pious, standpat gentleman, who believes in dollars, first, and men to come in as chance may permit. Leslie has also a world wide reputation as a most charming versatile story teller—he knows how to mix humor with business. At present he is the influential President of the First Mortgage Guarantee and Trust Co. of Philadelphia, and is also the Chairman of the Board of Directors of the American Fibre Reed Co. Mr. Shaw has given to the world a prospectus of this Company, which he evidently intended to be considered a happy combination of humor and thrift, but which when analyzed, shows this scheming politician up in his true nature. He says in his prospectus, amongst other things: "The Fibre Reed Company's factories are located inside prison walls, with 800 prisoners under contract in Maine, Illinois and Kentucky." x x x "Our prison contracts are made for eight years and generally continue indefinitely. We pay for our labor 52 cents per man per day. Our competitors, who employ free labor, pay an average wage of \$2. per day. There are no strikes or labor troubles in prisons. Our company is supplied with factory buildings, storage warehouses inside the prison walls, free of rent. We have free heat, free light, free power. To acquire similar facilities as these would necessitate an extra investment of a million dollars. Seven per cent is guaranteed on the preferred stock and 10 percent on the common; but the Company expects its net earnings to be double these because it is seeking prison labor in other States, so that the Company can control 65 percent of the fibre and 50 percent of the reed business in the United States." Leslie quaintly adds: "The Company's experience enables it to obtain contracts and advantages in preference to other manufacturers who have not had prison experience." And in another part of this prospectus he says in words more damagingly truthful than poetic, "These are ideal conditions of profitable manufacturing." These excerpts from the gifted Mr. Shaw's prospectus should be enough to make labor so thoroughly indignant by the imposition of contract convict labor, that a louder and more insistent demand would go forth to Representatives and Senators in the 62nd Congress, for an immediate passage of the bill H. R. 5601 for the purpose of protecting free labor as against the abominable competition of prison labor.

WAGES IN FOUNDRIES AND MACHINE SHOPS

Washington, Dec. 30.—The United States Census Bureau is following its usual custom of hurling stupendous totals at the public. It always carefully avoids furnishing illuminating analytical details, such details as would intelligently portray what is really taking place in the industries of the country. An analysis of its table on foundry and machine shop products discloses that in the year 1904 the average wage paid to employees in this industry was \$556. In the year 1909 the average wage was increased to \$605 per year, an equivalent of about 9% increase in wages. The productive value of the employees averaged \$1,985 per capita in 1904, and in 1909 this value had increased to \$2,313 as an average per capita, or an increase of 16½%, showing that the high speed systems prevalent in this industry show a deficiency of about 7½% less in increased wages than in productive values.

DONNELLY URGES ANNUITIES

Washington, Dec. 30.--Strong recommendations that the Civil Service employees of the Government be retired on annuities when they reach the age of retirement or become disabled, are contained in the annual report of Public Printer Samuel B. Donnelly. Mr. Donnelly says that there are now more than 250 men in the Government Printing Office who are more than 65 years old, and urges that it would be of advantage to the Government to provide for the retirement of those who have given to the public service the best years of their lives and who may be unable to perform an average day's work. He further asserts that the basis of such annuities should be length of service, and the salary or wage received during their employment, which in the case of those who have been in the service for many years would meet their ordinary requirements during the remainder of their lives, and that such a plan would result in saving a large portion of the amount that is conceded generally is now lost through superannuation of employees, and would at the same time be an act of justice to the individual and a recognition of long and faithful service.

NAVAL CONTRACTS OF 1911

Washington, Dec. 30.--The firms that have received contracts for building the various vessels authorized in the Naval Bill of 1911 are as follows: Sea going tugs Nos. 12 and 13 to the New York Ship Building Co., Camden, N. J. Fleet colliers Nos. 11 and 12 to the Maryland Steel Co. of Baltimore County, Sparrows Point, Md. Torpedo boat destroyer No. 45 to the New York Ship Building Co., Camden, N. J. Torpedo boat destroyer No. 46 to the Fore River Ship Building Co., Quincy, Mass. Torpedo boat destroyer Nos. 47, 48, 49 and 50 to the William Cramp & Sons Ship and Engine Building Co., Philadelphia. Submarine torpedo boats Nos. 36, 37, 38 and 39 to the Electric Boat Co. of New York, N.Y. Contracts for the two battleships, one submarine tender, one gun boat and one river gun boat, authorized by said Act have not yet been awarded.

COTTON TRADE TROUBLES

Manchester, Eng., Dec. 30.--The cotton industry is at present in a most disturbed condition. Mill disputes are frequent and the employees in many districts, especially Lancashire, are dissatisfied with their wages. A joint conference in the cotton weaving industry was recently held in this city. The point at issue was wages. No decision was arrived at, and the meeting was adjourned until Jan. 5. A demand for an advance of 5 percent for weavers, winders, warpers, and railers employed on grey and colored goods, and 10 percent was asked on the Heywood towel weaving list. Meanwhile, there is trouble brewing in the Accrington district in regard to the employment of non-Unionists. There is also a dispute at the mills of Messrs. George Swindells and Sons, of Bollington, and this matter will come up for further consideration in two or three weeks.

Laundry Workers of Salt Lake City, Utah, have secured increase in wages.

Cement Workers of Auburn, N. Y. have secured increase in wages and shorter workday without strike.

PROMISES LIKE PIE CRUST, EASILY BROKEN

Washington, Dec. 30.—By a vote of 60 nays to 37 ayes, the Tennessee Legislature turned down an Employers' Liability Bill patterned after the Federal Act, in spite of the fact that before election the regular Democrats, the independent Democrats and the Republicans all solemnly pledged their parties to pass an employers' liability law, as good, if not better than the Federal Act. The Governor, Benjamin W. Hooper, also urged the passage of this measure. In his first message he said to the Legislature: "For more than 20 years the enactment of this legislation has been promised by candidates and the political parties, but from some unexplainable cause, it has always been quietly pigeon holed or asphyxiated at the psychological moment." The legislative session advanced and when it appeared that the bill was again doomed, the Governor got nervous and he sent this hot shot hurrying to the Legislature: "When the moneyed interests become interested in legislation, their representatives appear in legislative halls and bring to bear every influence that can be conceived by the keenest intellects of modern times. It is currently reported that one railroad has issued more than 11,500 passes during this legislative session." Evidently the Louisville and Nashville Railroad never lets up. It was the most bitter opponent in Washington when the Federal Employers' Liability Act was being considered by Congress. It has made the most stubborn resistance to the consideration of any feasible plan of automatic compensation for injuries before the Federal Commission. This is the same L. & N. R. R. that instituted a test case against Section 10 of the Erdman Act, so that the Supreme Court declared it unconstitutional and the blacklist became legalized. The L. & N. R. R. is one of the most bitter opponents of organizations of labor among employes.

EFFORT TO INCREASE RAILROAD RATES

Washington, Dec. 30.—In the tentative bill drafted by the United States Employers' Liability and Workmen's Compensation Commission, this regular and apparently innocent joker is incorporated:

"That in any proceeding before the Interstate Commerce Commission for rates, all amounts payable under this Act shall be considered as properly chargeable to the operating expenses of the carrier."

For hours and for days attorneys for the Railroads argued, debated, hounded, harranged and tried to brow beat the Federal Commission on compensation to advocate legislation granting railroads higher transportation rates. The section quoted above was the most the Commission would concede. It is herewith presented to the public with the warning that the attention of all U. S. Senators and Representatives should be called to it and they should be notified to give it no encouragement. It was only a few days ago that the Delaware, Lackawanna and Western R. R. Co. declared a dividend of 37 percent, and then, for fear it would alarm the public, it immediately added 100 percent water to its common stock. The Lehigh Valley R. R., on December 22, declared a dividend of 22 percent and its earnings after the dividend was announced showed a surplus of \$47,786,563 for the last fiscal year. It cost the Lehigh Valley 81 cents to make a dollar in the year 1902, and through a variety of economies, chief among which is low wages, it made a dollar in 1910 by expending less than 60 cents. And yet these voracious corporations outrageously ask and flagrantly demand an over-burdened public to pay higher rates on transportation charges, as an excuse to be able to treat their injured employes with ordinary decency and who up to the present they have neglected and abused.

FULL CITIZEN RIGHTS FOR CIVIL SERVICE EMPLOYEES

Washington, Dec. 30.—The Lloyd bill, H. R. 5900, which received much attention during the last session of Congress by the House Committee on Reform in the Civil Service, is still being strongly urged before that Committee for early action. Mr. Hannibal L. Godwin, chairman of the Committee, has called the Committee to meet on Jan. 10 for the purpose of giving further consideration to the measure, and he has promised to do his utmost to get it reported favorably.

CAMPAIGN FOR INDUSTRIAL EDUCATION

Washington, Dec. 30.—A conference in the interest of trade training and vocational education was held in Washington on Dec. 14 at which representatives of the American Federation of Labor, the National Educational Association, the National Association of Colleges and Stations, the National Association of Normal Schools, the National Federation of Women's Clubs, the Agricultural Association of Colleges and Stations, and officials of The Grange, took part. The Wilson bill, H. R. 12156, and the identical measure, S. 3, by Senator Page, were unanimously endorsed and steps taken to vigorously press the principles of these measures for early passage through Congress.

WAGES PAID IN WOOLEN MILLS

Washington, Dec. 30.—The Tariff Board made its first report to Congress on Dec. 21. This report dealt with the woolen industry (the celebrated Schedule X). It says 35029 persons are employed in 164 separate occupations in the industry. The earnings of weavers, based upon piecework prices, range from \$6 to \$18 per week. The average for worsted weavers is \$12.36 for males and \$9.54 for females. Woolen weavers earn on an average \$10.63 per week for males and \$10.54 per week for females. These wages are also based on piecework rates. The weekly hours average 55½, the same as the average hours for the industry in Great Britain.

Of the 35029 employees, 36½ percent are native born, 63½ percent foreign born. 35 percent of all the employees in the industry are recent arrivals from Italy and southeastern Europe. The foremen and supervisors are principally persons born in the United States, the British Isles and Germany. 83 percent of all the employees had no previous experience in the industry before going to work in the woolen mills. 50 percent of these had been at school or at home, and 32 percent had been employed in other occupations. About 16 percent had been in the industry less than a year and 53 percent less than 5 years. For a highly protected industry it shows native born workers do not profit much.

The most remarkable part of this report says, "The general indications are that the lowest labor cost per pound was found in the mills paying the highest wages." It is sometimes amusing, and always assuring, that official investigators invariably prove the assertions of organized labor on this point.

Hed Carriers of Waco, Tex. have secured 25 percent increase without cessation of work.

U. S. SUPREME COURT DOING BETTER

Washington, Dec. 30.—On Dec. 18 the United States Supreme Court sustained the "full crew" law of Indiana, in which a definite number of men on trains of a certain length is required. The test case was brought before the Indiana courts by the "Big Four" Railroad.

A few days previous to the "full crew" law ruling, the Supreme Court sustained the federal "standardization of equipment" act which passed the 61st Congress and which required foot boards, grab irons, sills and other appurtenances of railroad freight cars and locomotives, to be of standard sizes and to be placed in similar locations on instrumentalities of commerce of interstate railroads. The Court held in the latter case, which was tested by the Southern Railway, that lack of state legislation was not sufficient to prevent a car being used in intra- and inter-state commerce from being properly furnished with the standard equipments.

The federal act on "equipment" and the Indiana "full crew" act could very profitably be used as models for similar legislation in all the states.

FEDERAL CONTEMPT BILL

Washington, Dec. 30.—Hearings on the Clayton bill, H. R. 13578, were held by the House Committee on Judiciary Dec. 7 to 11. The Committee showed a lively interest in all the statements made by friends and supporters of the measure, and closely questioned attorneys of the National Association of Manufacturers and the Anti-Boycott Association while they were making their opposing arguments. The hearings are in print and can be obtained on application to Hon. Henry Clayton, chairman of the Committee. A favorable report upon this measure is anticipated from the Committee at an early date.

CONVICT LABOR

Washington, Dec. 30.—The House Committee on Labor at its regular meeting Dec. 19 decided to report favorably upon the Convict Labor bill, H. R. 5601. This bill is being strongly urged by Labor. It is hoped this measure will be passed by the present Congress and thus relieve free labor from the exacting competition with contract convict labor.

EIGHT HOUR LAW

Washington, Dec. 30.—The Eight Hour bill, H. R. 9601, which passed the House of Representatives on December 14, has been referred to the Senate Committee on Education and Labor. This Committee is composed of the following Senators: Borah, Ida.; Penrose, Pa.; du Pont, Del.; Page, Vt.; McLean, Conn.; Kenyon, Ia.; Rayner, Md.; Bankhead, Al.; Shively, Ind.; Swanson, Va.; and Martine, N. J.

President Gompers has urged the Committee to take action upon the bill at an early date. It would be well if his example were followed by all the organizations; and if individual members would address their own senators urging them to give immediate and active support to this measure.

UNEMPLOYMENT IN MASSACHUSETTS

Boston, Dec. 30.--The Bureau of Statistics has just issued Labor Bulletin No. 85, and treats of unemployment in the organized industries and the labor supply and demand at the state free employment offices. For the quarter ending Sept. 30 complete returns were received from 78 per cent of the organizations representing approximately 70 per cent of the aggregate trade union membership, and 5.6 per cent were reported as unemployed. This percentage is lower by one point than the corresponding percentage (6.6) for the close of the preceding quarter. The condition of the labor market for the quarter showed a decided improvement over the same quarter last year. There was an increased demand for building tradesmen and metal workers, while the demand for general workers remained about the same as last year.

Unskilled

IMMIGRATION STATISTICS

Washington, Dec. 30.--The Bureau of Immigration and Naturalization, under the Department of Commerce and Labor, has just issued its bulletin giving the number of immigrants entering the ports of the United States during the month of August. During the month mentioned 50,110 immigrants were admitted by nationalities as follows: Hebrews 7,996; Southern Italians 5,503; Germans 4,198; English 4,087; Polish 3,677; Mexican 2,803 and the remainder divided among 33 other nationalities. The total immigration for the year ended June 30, 1911, was 878,587.

LONDON DOCK DISPUTE

London, Dec. 30.--Although it was not long since the dispute of the London Docks was settled, new troubles have arisen, but they are mostly confined to certain ships. A number of these difficulties have been adjusted and several lightermen and tug owning companies have agreed to a ten per cent raise in wages to engineers and firemen, to take effect immediately. The ordinary wages of engineers at the present time are 45s. a week and that of firemen 30s.

WRIGHT'S LATEST ORDER

Washington, Dec. 30.--Mr. Justice Wright has passed an order appointing U. S. Commissioner Albert Harper commissioner to take testimony in the contempt proceedings against Messrs. Gompers, Mitchell and Morrison, with liberty to all persons so desiring to have their testimony taken in open court. This order was signed on Dec. 15, and notice has just been served by the committee prosecuting the matter that its testimony will be taken in open court at ten o'clock Saturday, Dec. 30. The order gives thirty days to the committee for the taking of testimony, and a like time to the respondents, with ten days for the committee to close.

COMING STATE FEDERATION MEETINGS

Washington, Dec. 30.--The twelfth annual convention of the Florida State Federation of Labor will meet in the city of Jacksonville on Tuesday, Jan. 9, 1912. Indications point to the largest meeting ever held by this state body. The eleventh annual convention of the Washington State Federation of Labor will also convene in Spokane, Wash., on Monday Jan. 15. This latter federation has been extraordinarily successful during the last few years and prospects are bright for future successes.

FOREIGN NOTES

AUSTRALIAN OLD-AGE PENSIONS

Washington, Dec. 30.--The 16,465 old-age pensioners admitted to the Government rolls during the fiscal year 1911-12 comprised 6,154 males and 10,311 females. Of the 4,164 admitted as invalid pensioners, 14 were 16 years old, 262 less than 22 years old, and the greater number between the ages of 47 and 60. The numbers average 165 to the 100,000 population for old age, and 14 per 100,000 for invalidity.

There were 82,953 pensioners on June 30, 1911. The expenditure on pensions in the year 1910-11 was \$9,093,775, not including administration (\$190,980). The average fortnightly rate of pensions paid in each State is, \$4.60 for old age and \$4.75 for invalidity.

STRIKE AT DUNDEE SETTLED

Dundee, Dec. 30.--The strike of dockers and carters was recently settled through the mediation of the government arbitrators. The men will receive the advance in wages which they demanded. Twenty thousand workmen were involved.

MAY LOCK OUT 100,000 HANDS

Liverpool, Dec. 30.--A lockout affecting 100,000 cotton operatives in the Lancashire district is threatened, the manufacturers having posted notices that they intend to terminate all existing wage contracts.

GENERAL STRIKE OF ENGLISH MINERS

London, Dec. 30.--The question of a general strike of the Coal Miners of Great Britain will be voted on January 16. If two-thirds of the men vote in the affirmative, an industrial war, which will involve practically all of the English and Welsh collieries and embrace more than 200,000 men, will be declared on or about March 1 next. This course was decided upon by the Executive Committee of the Miners Federation at a recent meeting held here. The main point at issue is the miners' insistent demand for a higher minimum wage rate. The British miners have for many years been agitating and demanding a min-

imum rate to cover all the coal fields, but have only been successful in establishing a minimum in some isolated localities. It is now determined to make this issue cover every field where a minimum has not been established.

MINERS CRITICISE JUDGES.

London, Dec. 30.--Monmouthshire Western Valleys district miners passed a strong resolution protesting against "the unwarranted sentence passed on the strikers leaders by Judge Lawrence at Glamorgan Assizes," and expressing the view that "the judges are vindictive, biased and prejudiced against the workers of the country."

TAILORS AND TAILRESSES

London, Dec. 30.--The Amalgamated Society of Tailors and Tailresses in England are opening a campaign to gather into the organization all those employed in the indicated craft. Active work is being prosecuted among those who are not members of the organization and their efforts thus far have met with considerable success.

PEACE ON ENGLISH RAILROADS

London, Dec. 30.--Mr. G. J. Wardle, Editor of the "Railway Review", the official publication of the Amalgamated Society of Railway Servants, in a leading article of the December 15 issue, speaks very hopefully of the agreement recently made by representatives of the English railway companies and the representatives of the railway unions, which was brought about through a special resolution passed by Parliament at the instance of the labor members. Mr. Wardle says in part: "This agreement is, I think, an advantage to the men. It is now for the men to accept the agreement for the next three years and for both sides to endeavor to work the conciliation machinery smoothly. It is not to be supposed that the utmost limits of concessions with regards to wages and hours have been reached, but I trust the men will now set themselves seriously to the compilation of the facts upon which they rely for improvement." Mr. Bellamy, the President of the Association, describes the outcome as "a very good settlement". The "Review" has recorded this great accomplishment very modestly and in no place can be found an utterance that shows boastfulness on the outcome.

SEAMEN'S LEGISLATION

Washington, Dec. 30.--There has been one hearing before the House Committee on Merchant Marine and Fisheries on the Seamen's Bill, H. R. 11,372. The hearing lasted all day and developed the undoubted necessity for legislation of this kind. There will be a hearing for the opposition in the early part of January. Ship owners seem to be especially opposed to any laws that will compel three-fourths of the crews of vessels to understand orders and to have enough experience to be able to obey orders when they are understood.

DALZELL TO QUIT

Washington, Dec. 30.--The editor of "Colliers" says he has inside information that John Dalzell, the notorious standpatter in Congress from Pittsburg, Penn., has had enough. He is tired fighting the progressive sentiment. He has decided to quit.

WABASH RAILROAD MECHANICS SUCCESSFUL

Springfield, Ill., Dec. 30.--The federated organizations in the mechanical departments of the Wabash R. R. effected a system federated agreement with the company, on December 15, by which the federation was duly recognized and through which many concessions in the way of improved shop conditions were granted by the Company. This federation agreement also included members of Machinists Helpers' local union No. 12,795 of Decatur, Illinois.

CANADIAN LABOR MAN ELECTED

Hamilton, Can., Dec. 30.--Allan Studholme, Labor party candidate for the legislature, has been elected. A very bitter and relentless campaign was waged against Mr. Studholme by the Conservatives, but the labor people and their sympathizers supported him with a loyalty that was admirable and returned him a winner.

TAYLOR SYSTEM

Washington, Dec. 30.—The Federal Commission investigating the Taylor System obtained an extension of time in which to make its report from January 1 to March 10, 1912. The Commission obtained an appropriation of \$10,000 to meet the necessary expenses incurred during the investigation. A hearing will be granted on January 4 to employees of the Rock Island Arsenal, who will be present representing the machine shop, the small arms department, the equipment shop and the carpenter shop.

On Jan. 9 a delegation of workmen will appear before the Commission from the Norfolk Navy Yard. At these hearings officers of the Ordnance Bureau and the Navy Department are also expected to testify.

Boston, Mass., Dec. 30.—Engineers and Firemen's unions have reduced the hours of about 150 men from 12 hours to eight per day. Milk teamsters have obtained better conditions and increased wages as result of short strike. All City firemen work the 8 hour day under a new city ordinance.

Sacramento, Cal. Dec. 30.—Cement Workers gained agreement with increased wages.

San Diego, Dec. 30.—Plumbers secured increase from \$4.50 to \$5. per day with ut strike.

Bindery Women's Union of Raleigh, N. C. has gained 10 percent increase without strike.

Rome, Ga. Dec. 30.—Plasterers advanced wages 50 cents per day and won the 8 hour day.

Chicago, Dec. 30.—Women employes (ticket agents) of the electric railroad companies have received back pay of from \$10 to \$35 each, and an increase in wages.

ALASKA MINING LAWS

Washington, Dec. 30.—The House Committee on Mines and Mining has appointed a sub-committee, of which Representative William F. Wilson is chairman, for the purpose of recommending such legislation for the territory of Alaska as may be found necessary in reference to mining, covering safety regulations, etc. The committee is authorized to report its plans early during the session.

Galesburg, Ill. Dec. 30.—Garment workers obtained increase in pay approximately 20 percent as a result of organization.

Cement Workers gained advance in wages and 8 h ur day at Medford, Oregon.

Carpenters and Painters at Longview, Tex. secured advance in wages to 40 cents per hour without friction.